APPENDIX A - MEETING MINUTES



MEETING MINUTES

RE:

Danbury Branch Phase II Alternatives Analysis EIS (Project 302-0008)

Waterbury and New Canaan Branch Lines Needs and Feasibility Study (Project 170-2562)

DESCRIPTION:

Metro-North Coordination Meeting #1

MEETING DATE: February 28, 2008

MEETING TIME: 10:00 A.M.

LOCATION:

Metro-North Railroad, Room 11D, Graybar Building, New York, NY

PERSONS IN ATTENDANCE:

<u>NAME</u>	<u>ORGANIZATION</u>	PHONE #
Andrew Davis	ConnDOT-Planning	860-594-2157
Carmine Trotta	ConnDOT-Planning	860-594-2134
J. Mark Foran	ConnDOT-Rails	203-789-7189 x130
Fred Nangle	Metro-North	212-340-2740
Mel Corbett	Metro-North	212-499-4320
John Kennard	Metro-North	212-340-3982
Walter Brett	Metro-North	212-340-4902
Bob Lieblong	Metro-North	212-499-4500
Scott Ornstein	Metro-North	212-340-2532
Nick LaRocco	Parsons	212-266-8435
Peter Smoluchowski	Parsons	212-266-8522
Elizabeth Federico	Parsons	212-266-8393
Stephen Gazillo	URS	860-529-8882
David Chase	URS	860-529-8882
Wes Coates	URS	860-529-8882
Davis Dure	Systra	212-494-9111

1-3. Introductions and Project Summaries

After group introductions, Andy Davis, the ConnDOT Project Manager for both studies, presented an overview of the projects' status. A Phase I Study of the Danbury Branch Study (DBS) has been completed, and several alternatives were recommended for further study during the Phase II Environmental Impact Statement (EIS). These include a No Build alternative; a Transportation System Management (TSM) alternative; full electrification between Danbury and Norwalk with sidings and station improvements; partial electrification between the Merritt Parkway and Norwalk; and extension of diesel service between Danbury and New Milford with various track improvements.

The Waterbury and New Canaan Branches Study (WNCS) began last month and will develop a Phase I analysis of a wide range of potential improvements along the two branches, including potential service enhancements along the New Canaan Branch and various improvement scenarios on the Waterbury Branch, including electrification, conversion to Light Rail Transit (LRT), and conversion to Bus Rapid Transit (BRT).

4. Information Requests

Next, the group walked through the information and data needs listed in the meeting agenda (attached). All communication and information requests will be coordinated through Mr. Davis for ConnDOT and Fred Nangle of Metro-North Railroad (MNR) by the consultant project managers (Peter Smoluchowski for the WNCS and Stephen Gazillo for the DBS). A meeting between the ConnDOT Team and MNR's Mel Corbett will be scheduled in the next couple of weeks to further discuss equipment and crew information and MNR operations on all three branches and at New Haven Yard.

The following decisions were reached:

- a. <u>Videos or other pictorial documentation</u>: MNR will provide photos of key locations along the three branches. No video is available.
- b. <u>Track charts</u>: The consultant team received 2008 track charts on February 27; no further action is required.
- c-d. <u>Employee timetables/special instructions</u>: MNR will provide an electronic version and one hard copy of the employee timetables, rules, and special instructions for the New Haven and Harlem lines.
- e-g. Equipment and crews: MNR will provide information on train consists and locomotives, maintenance and storage facilities, and train crews for all three branches. The Waterbury Branch information will reflect the new service schedule that will take effect on April 6, 2008. Mr. Corbett—explained that the new schedule will add a new full-length weekday morning train that will originate out of Waterbury (after deadheading from New Haven) ahead of the first shuttle. It will conclude its revenue run at Stamford and deadhead to Port Chester, where it will originate as New Haven Line Train #1323 to Grand Central Terminal (GCT).
- h-i. <u>Ridership data and customer surveys</u>: MNR will provide its latest boardings and alightings by station when they are available in March.

MNR will conduct its annual customer satisfaction survey in September or October 2008. The ConnDOT team will coordinate with Jeff Olwell, MNR's marketing research manager, to ensure that WNCS and DBS passenger surveys are coordinated with future MNR customer satisfaction surveys so that customers are not inconvenienced.

- j. <u>Utility crossings</u>: MNR will provide information on utilities along and crossing the right-of-way for all three branches. ConnDOT already has right-of-way utilities digitally.
- k. <u>As built plans for Stamford Station trackwork</u>: ConnDOT already has these plans; no further action is required.
- 1. <u>Waterbury Line Signal Road Diagram Sheet 4</u>: MNR will provide the missing sheet.
- m. <u>Signal Block Plans</u>: MNR will provide an electronic version of the Signal Block Plans for the WNCS.
- n. <u>Freight operations</u>: MNR will provide a one-week sample of freight traffic on the New Haven Line and branches. A coordination meeting will be scheduled with Pan Am Railway (Springfield Terminal Railway/Guilford/Boston & Maine), which operates on the Waterbury Branch, the Providence and Worcester (P&W), which operates on the Danbury Branch and a portion of the Waterbury Branch and the Housatonic Railroad, which operates on the Danbury Branch.
- o. <u>Capital cost and operating cost formats (unit costs)</u>: The ConnDOT team will develop conceptual cost estimates as part of the WNCS and wants to make sure that it uses standard unit costs for track and equipment that are consistent with MNR's own cost estimating practices. MNR will compile these costs from its recent improvement projects and provide them to the ConnDOT team.

MNR will also provide operating costs for all three branches.

5. Planned and Previously Considered Improvements

New Canaan Branch Service

Next, Mr. Corbett described the existing service and facilities along the New Canaan Branch. The one-way trip from Stamford to New Canaan takes 18 minutes. The 9-mile branch is a single track with no sidings, so southbound trains need to arrive in Stamford before the next northbound train can be sent to New Canaan. The only storage on the branch is at New Canaan Station, which has a ten-car main track, a ten-car middle track, and a four-car bulk track. ConnDOT and MNR are considering extending the bulk track by two car lengths to accommodate additional cars. The signal system ends south of New Canaan Station, so all movements between the three tracks at New Canaan are by hand-thrown switches.

The evening peak period is the most constrained, and MNR is unable to serve a recognized demand for evening peak reverse commute service. Under the current schedule, the following northbound trains provide service during this period:

Stamford	New Canaan
4:46 PM	5:04 PM
5:32 PM	5:53 PM
5:53 PM	6:11 PM
6:11 PM	6:29 PM
	6:31 PM
	6:35 PM
6:53 PM	7:11 PM

The trains arriving in New Canaan at 5:53 and 6:11 pull onto the middle and bulk tracks and wait until the train leaving Stamford at 6:11 arrives on the main track at 6:29, so that by 6:29 there are three trains in New Canaan that must be cleared before the next northbound train can be sent up. At 6:31, the trains that arrived at 5:53 and 6:11 both dead-head back to Stamford, and at 6:35, the train that arrived at New Canaan at 6:29 also dead-heads to Stamford.

The need to clear trains out of New Canaan results in a 41-minute gap in northbound service from GCT that is the subject of many customer complaints. Without adding a passing siding somewhere along the branch, there is no way to eliminate this gap.

The gap could, however, be reduced to 30-35 minutes if the New Canaan switch was reversed and the middle track extended south to just above holding signal 307, which would allow MNR to pull trains out of the station and onto to the new siding. It is believed that there is sufficient right-of-way to add this siding. There are currently no platforms on the middle or bulk tracks at New Canaan, so passengers cannot be loaded or unloaded from these tracks. One potential solution may be to add a short (two- or three-car) platform between the bulk and middle tracks, which would add some operational flexibility at the station.

With the exception of the five-car platform at New Canaan, station platforms along the branch are four car lengths. Although most consists are five or six cars, platform length is not a major problem; customers seem to figure out where they need to be and will walk through trains to find a seat.

Mr. Corbett does not think it would be possible or worthwhile to restore the Springdale passing siding that was removed after a collision several decades ago because the catenary supports now occupy the former track bed.

Nick LaRocco asked if the ability to run standard ten-car consists for all New Haven Line service is a goal. Mr. Corbett answered that it is not and would actually make operations more difficult at GCT, where tracks vary in length and a certain number of smaller trains are needed to occupy six-car tracks. However, MNR would eventually like to get down to four standard New Haven Line consists like they've done on the Harlem Line six M-8s, eight M-8s, ten M-8s, and twelve M-8s. Mr. Corbett will provide the ConnDOT team with MNR's 2030 service plan, which describes the railroad's long-term service objectives and its assumptions on what capital improvements will be in place by 2030.

Davis Dure asked if MNR had ever considered running midday New Canaan trains as an extension of Stamford local service. Mr. Corbett replied that this had been considered but cited two problems. First, it doesn't provide the necessary time to clean cars at New Canaan Station. Second, it downgrades existing New Canaan Branch service while it saves passengers a transfer at Stamford it adds approximately 20 minutes to their travel time. In general, it makes no difference to MNR whether midday trains from New Canaan run directly to New York or operate as a shuttle to Stamford, as long as travel time is maintained.

Waterbury Branch Needs

Mr. Corbett stated that without improvements to the existing infrastructure and signal system, MNR will not add any service on the Waterbury Branch (other than the new AM train in the April 6 schedule). The major need on the Waterbury Branch is for passing sidings potentially one between Derby and Devon where there is plenty of right-of-way, one in the vicinity of Beacon Falls, and one just south of Waterbury. As a rule, MNR would like any new sidings to be a minimum of 3,000 feet long, in order to support passing siding entering speeds of 45 mph.

Other Planned and Previously Considered Improvements

MNR will provide information on the new M-8 cars, including the latest available electrical and performance characteristics (e.g., tractive effort curve, propulsion system efficiency curve, power factor curve, dynamic/regenerative braking curve). ConnDOT will supply the consultant team with construction schedules and information on its New Haven Line OCS improvements, New Haven supply point, the planned tie replacements on the Danbury Branch planned for later this year, and the Danbury Branch CTC project scheduled to begin construction in June 2008.

Mr. Corbett said that he hadn't heard any talk of adding a turnback track at the west end of Stamford Station and is unsure if it would provide a benefit, since trains would need to be on tracks 2 or 3, not track 5. He acknowledged that the Shore Line East trains that terminate at the station westbound are difficult to schedule and consume substantial amounts of station capacity.

6. No Build Operation Assumptions—2015 and 2035

Mr. Corbett confirmed that Penn Station access is not included in MNR's 2030 operating plan. John Kennard will provide the ConnDOT team with additional information on the status of that project.

The MNR 2030 operating plan will provide the information on Amtrak, MNR, and Shoreline East operations that the ConnDOT team needs to develop its 2035 No Build scenario for the WNCS. The 2030 plan assumes one hourly Acela train and one hourly regional train in each direction. It also assumes that MNR will operate at 3-minute headways on the New Haven Line between New Haven and CP 112, and at 2 ½-minute headways from CP 112 to GCT. The plan includes new stations at West Haven, Orange, Georgetown, and Fairfield-Metro.

Mr. Corbett cautioned that to figure out its 2015 No Build operating assumptions, the ConnDOT team should work backward from the 2030 plan rather than using the old 2020 operating plan, which is out-of-date and will be superseded by the new plan. To help in this task, Mr. Nangle will share his spreadsheet that indicates when the various capital projects included in the 2030 plan will come online.

Mr. Dure asked whether MNR would be willing to consolidate trains in order to free up train slots. Mr. Corbett answered that they would be open to this option as long as it does not degrade existing service MNR would be averse to any proposal that increases headways at individual stations. He added that MNR would be open to a Waterbury Branch train taking the slot of a New Haven Line train and providing the New Haven Line service for instance, if a Waterbury train provided service in the Fairfield zone. As a rule, MNR strongly prefers to avoid skip-stop patterns and retain its zone-based schedule.

The service improvements that come out of the DBS are expected to be implemented prior to any WNCS improvements, so the DBS improvements will be part of the WNCS No Build. The DBS No Build will not include any WNCS improvements.

7. Rail Network Model Inputs

MNR will provide the required inputs to the Waterbury Branch/New Haven Line load flow and train operations models.

8. Safety

Safety procedures and protocols and railroad liability insurance are covered in the right-of-way entry permit process. Mr. Nangle will arrange contractor safety training for the ConnDOT team once entry permits are finalized, and flagging can be coordinated through MNR operations services when required.

9. Miscellaneous

MNR Passenger Surveys

MNR will perform its next annual customer satisfaction survey in September or October and recently completed its first origin-destination study in many years. The results of the O-D study, which will be repeated every five years, are being compiled by the consultant and will be available sometime this spring. The O-D survey should be used as the source of all ridership numbers for both the WNCS and DBS.

MNR also conducted a small mail-in survey on the new M-8 cars. The results of this survey are not yet available.

Seat Drop Procedures

Distribution of seat drop announcements and project newsletters on MNR trains should be coordinated through MNR's Don Evans.

Waterbury/New Canaan Storage Capacity

Mr. Corbett added that existing storage capacity for New Canaan trains at Stamford is sufficient, but that additional storage capacity on the Waterbury Branch would need to be identified if Waterbury service were expanded. Mr. LaRocco responded that identifying additional yard space on the Waterbury Branch will be part of the WNCS and will follow up with Mr. Corbett to discuss capacity at New Haven Yard.

10. Future Coordination with MNR

Mr. Davis and Mr. Nangle will arrange future meetings between the ConnDOT team and MNR.

11. MNR Input on Danbury Branch Study

Finally, the group discussed various issues specific to the DBS. MNR will also arrange for URS to participate in the next Danbury Line inspection train on March 11.

a. Service enhancements between South Norwalk and Danbury: In general, MNR is looking for more off-peak and reverse peak service on the Danbury Branch. Current headways are acceptable, but any opportunities to decrease travel time would be welcomed. The ConnDOT team should review MNR's 2030 operating plan for information on planned service enhancements on the branch.

Adding a new station at Georgetown will increase travel time on the branch by two minutes.

- b. Passenger service Danbury to New Milford: Mr. Corbett commented that the "no right-of-way improvements" alternative in the ConnDOT team's report on the extension of service to New Milford is not a good option.
- e. MOW and structures issues: Bob Lieblong said that MNR recently did some reinforcement work on the Norwalk tunnel and that the tunnel is in good condition.
- f. Signals and power: The ConnDOT team will continue to coordinate with the MNR power department.
- g. Storage, maintenance, and fueling needs: Mr. Corbett stated that there is no need to provide fuel facilities at Danbury for the present service levels because cars cycle to other lines and are fueled there.
- h. Station needs: Mr. Corbett identified a high-level platform at Merritt 7 Station as the biggest station need along the corridor. High-level platforms would also be necessary at any new station north of Danbury. Mr. Davis added that the ConnDOT team is also looking at the potential for a pedestrian overpass to the office complex adjacent to Merritt 7 Station.
- Mr. Corbett said that the existing signal system doesn't support turning at Merritt 7 under the partial electrification alternative; instead, trains would have to continue north to the Wilton siding to turn around.
- j. Danbury freight operations: MNR will provide a one-week sample of freight traffic on the New Haven Line and branches, and a coordination meeting will be scheduled with the P&W and Housatonic railroads.
- k. Speed increases and track design: Mr. Lieblong confirmed that the use of 3" unbalance is acceptable. Mr. Corbett said that MNR would like Signal Design Speed to be 5 mph greater than the MAS.

Mr. Lieblong added that travel time improvements to the Danbury Branch are most affected by operations in Norwalk. Improvements to this section of the branch are critical if overall travel times are to be improved. One suggestion is to build a viaduct in that area to reduce travel time and improve train speeds.

Submitted by:

Reviewed by:

Date 3/7/08

Cc: Attendees File: 10.02



MEETING MINUTES

RE:

Danbury Branch Phase II Alternatives Analysis

DESCRIPTION:

Metro-North Train Inspection

MEETING DATE:

March 11, 2008

LOCATION:

Danbury Branch of the New Haven Line

PERSONS IN ATTENDANCE:

ORGANIZATION
ConnDOT-Rails
Metro-North
URS
URS
URS

ConnDOT and URS personnel met the inspection train at Grand Central Terminal. The trip proceeded east to South Norwalk and then north to Danbury on the Danbury Branch. Review of the Branch line began in South Norwalk. At Danbury, the train was backed over the "link" track and waiting for the regular scheduled southbound train to clear Branchville. The train then proceeded south to South Norwalk Station where the ConnDOT and URS personnel detrained. We returned to New Haven via a regularly scheduled NHL train. The following issues were discussed during the trip:

- The slowest track speeds on the Branch are on the south end in Norwalk. Speeds are 25-30 mph in this area. While there is concern over the slow track between So. Norwalk station and Milepost 1.33 (Commerce Street), no immediate solutions surfaced. Bob Leiblong indicated it would be difficult to make changes in this section of the Branch given the current track configuration. A viaduct does not seem cost effective. MNR staff indicated they would work with the Danbury Branch EIS team to explore possible solutions improvements should be concentrated in this area.
- Without a new signal system and the addition of a passing siding, service on the Branch cannot be enhanced. Metro North currently considers the Branch "dark territory." Mel Corbett of MNR indicated with a new signal system and siding, it would be possible to make some service improvements.
- The addition of a station stop at Georgetown would negate some of the speed improvements related to the signal system and additional siding

- MNR staff did not think partial electrification to an area around Wilton is practical there would be issues of train storage and servicing and impacts on the remaining section that would be diesel service
- Pete Cannito indicated a viable option for the Branch is DMU service once the signal system and passing siding is completed. He noted that NJ Transit is in the process of procuring DMUs for similar service in NJ. He cautioned, however, to stay away from the Colorado Railcar, and noted that the Colorado Railcar operation in Florida is experiencing numerous problems. He suggested contacting Joe Gillette of Tri-Rail. This service could run as a shuttle between Danbury and South Norwalk.
- MNR staff question the cost effectiveness of electrifying the Branch given the relatively low ridership

Specific observations shown on photos taken during the inspection trip:

Photo No. 44 – Note old bridge structure remains in place in Wilton Milepost 6.25 just north of Wolfpit Road

Photo No. 45 – indicates 345kv lines in proximity of the tracks and could impact electrification methods there

Photo Nos. 30-32 – Georgetown TOD site on right of rail

Photo Nos. 46 and 47 – shows issue of poor drainage along the Branch

Photo Nos. 51-56 – vicinity of Merritt 7 low level platform station; bill introduced in state legislature (Toni Boucher) to put high level platform and pedestrian overpass to Merritt 7 complex

Photo Nos. 76-78 – undergrade crossing under construction between Ann Street and I-95

Photo No. 79 – historic RDC in operation at Danbury yard by museum personnel

Submitted by:

Reviewed by:

Stephen Gazillo, URS

Tamara

Date

- ...

Date

2/14/02

Cc: Attendees File: 10.02



MEETING MINUTES

RE: Danbury Branch Phase II Alternatives Analysis/EIS

DESCRIPTION: Hi Rail Tour with HRRC from Danbury to New Milford

MEETING DATE: July 9, 2008

MEETING TIME: 9:30-11:30 a.m.

PERSONS IN ATTENDANCE:

<u>NAME</u> <u>ORGANIZATION</u>

Andrew Davis, Project Manager

David Chase, Engineering Manager

URS

Sandro Pani, Transportation Engineer

Robert Bass, General Manager

HRRC

Mathew Boardman, Project Engineer

HRRC

Met at Danbury Museum and began Hi-rail trip at White Street MP. 76.95 on Maybrook. Trip ended north of Route 202, Bridge Street in New Milford MP 11.01 on Berkshire Line. The trip was recorded by digital video. Following is a summary of observations and discussion during the trip.

- At White Street HRRC's Maybrook is 2 tracks and run along the north side of the Danbury yard.
 MP's increase in an easterly direction. The museum and MNR yard are on the right or south.
 Access to/from MNR is via cross over vicinity M.P. 77.15
- Northerly track is the main and south track Tilcon Running Track
- HRRC yard limits extend from NY State line to "Berk" MP 80.1
- Both Tracks are class 1 from White Street to MP 79.0
- Existing drainage issue both sides at MP 78.1 ±
- HRRC suggests that the main be track for passenger service
- Wildman cross over for eastward movement from Main to Tilcon MP 77.6 +
- Consignee AWD is on right (south) at MP 78.1 + Access from Tilcon Running Track.
- Consignee Tilcon is on right (south) at MP 79.2± Access from Tilcon Running Track.
- Tilcon Running Track ends at Berkshire Junction MP 79.9, just south of Berkshire Line
- Culvert at MP 79.95± See also Val maps for culvert locations
- Berkshire Jct is MP 80.0 on Maybrook, Maybrook continues to right (east) to Derby, CT
- Berkshire Line MP 0.0 at Berkshire Jct. Line runs north to Pittsfield, MA
- Track chart provided by HRRC shows yard limits, sidings, roadway crossings and operating speeds
- Mile post signs exist along Berkshire Line
- Existing washes between MP 1.17 and 1.67
- Culvert concern at MP 1.85±

- Gas line parallel on West side, MP 2.5± to 3.25±
- Class 1 track from MP 4.0 to MP 8.0
- Wet on east side of track under Route 25 overpass, MP 4.41
- Culvert vic MP 4.6 floods
- CL&P transmission line and gas line crossing vic MP 4.8
- Wet along west side vic MP 5.75
- Culvert issue vic MP 5.8
- Farm land on east side between MP 6.1 and 6.9±
- CL&P transmission crossing vic MP 7.4
- Gas line crossing vic MP 7.6
- Private at grade crossing MP 9.50
- Turnouts to ACH Foods (south) and Kimberly Clark (north) vicinity MP 9.6. HRRC does lots of switching in this area, suggest connecting them to create freight lead
- Drainage issue at culvert vic MP 9.6
- Wet area on east side vic MP 10.3, sewer plant close to track
- Culvert with head rail issue vic MP 10.75
- HRRC suggest potential "Quiet Zone" vic MP 10.3 to MP 11.5 to encompass South Street MP 10.69, Mill Street MP 10.81, Bridge Street MP 11.01 and Pedestrian MP 11.09 at grade crossings
- Wet area on east vic MP 11.5
- HRRC suggests at New Milford that the passenger platform be placed on the west side of the existing passing siding.

Other general comments included:

- HRRC operates under NORAC rules with HRRC designed computer Dispatching software for Dark Territory only.
- Separate tracks for passenger and freight is preference at stations, options are gauntlet track or movable platform edge
- 3" unbalance is acceptable to HRRC
- D. Chase will contact Ed Rodriquez, HRRC for utility easements
- HRRC uses sidetracks to store cars, 6-30 presently. If those tracks become running tracks then replacement storage must be provided.
- Signal system with automatic switches is desirable. Cab signals must be added to HRRC Locomotives. Presently 5 locomotives in service with expansion to 8 likely.
- HRCC to retain dispatching.
- HRRC Dispatching software will need to be replaced with system capable of ABS or CTC.
- Existing freight operation is 1 HRRC from Canaan south to Danbury and return. It operates from about 7:00AM to 7:00PM. Two crews are used, one begins the trip and the other is a relief that meets the train along the route. Also P&W operates one freight at night from Derby to Danbury and return.

In general the trip was cooperative and HRRC is very willing to work with DOT on adding passenger service. A long-range plan should be in place and work or improvements implementation on a program basis.

Following are clarifications on track designations added by Robert Bass:

A Running Track is considered "Controlled Track" as defined by 49 CFR §214. A track upon which the

railroad's operating rules require that all movements of trains must be authorized by a train dispatcher or a control operator.

An Industrial Track allows any movement at any time without dispatcher approval.

Tilcon Industrial Track was renamed the Tilcon Running Track sometime in 2002 to comply with the new definition of Controlled Track and Roadway Worker protection as defined by 49 CFR §214.

Submitted by:

Reviewed by:

Cc: Attendees File: 10.02



Trip Report

RE:

Danbury Branch Phase II Alternatives Analysis/EIS

DESCRIPTION:

Field review on Train #1819 and MNR Inspection Train

MEETING DATE:

July 22, 2008

MEETING TIME:

6:00 a.m. - 12:00 noon

PERSONS IN ATTENDANCE:

NAME	ORGANIZATION
Steve Gazillo, Project Manager	URS
David Chase, Engineering Manager	URS
Stuart Popper, Senior Planner	URS
Wes Coates, Senior Transportation Planner (Inspection Train only)	URS
David Laiuppa (Inspection Train Only)	FHI

Purpose of the review is to ride a revenue train from Danbury to New York City to observe the operation, document consist and crew, determine riders on the branch, time station dwells, time the overall trip, and talk with passengers.

Following were observed:

Train 1819 was made up of Genesis locomotive 204, coaches 6450, 6166, 6175, 6331, 6356, and cab car 6308. All were Harlem & Hudson line equipment. The 6300 and 6400 cars had center doors as well as end vestibule doors. This is a push – pull consist. Leaving Danbury the cab car was the head end with the power in the rear.

Crew included engineer, conductor and assistant conductor. Assistant conductor noted his work schedule included 1819, a mainline GCT to Stamford & back, mid day break, mainline GCT to Stamford & back and then evening through train to Danbury. His overall day was 13.5 hours.

1819 left Danbury at the scheduled time of 6:20 am. Approx. 45 people boarded at Danbury. Observed that about 50% came from the Patriot Garage. Over half the station parking lot was empty. A passenger noted that he used the garage as there were no parking permits available and that the garage was convenient and covered.

At Bethel estimated 50 boardings; dwell time (from time train came to a stop at the station until it started back in motion) was 53 sec.

At Redding estimated 15 boardings, dwell time was 48 sec.

At Branchville estimated 45 boardings; dwell time was 1 min 32 sec.

At Cannondale estimated 50 boardings; dwell time was 1 min. 15 sec.

At Wilton estimated 50 boardings, dwell time was 53 sec.

At Merritt 7 estimated 50 boardings and 5 offs, dwell time was 1 min 15 sec. Note that Merritt 7 has low platform and train crew had to raise traps and passengers had to use steps. We did not observe how many doors were open, but as there were only 2 trainmen, assume only 2 doors.

As Merritt 7 is the last station on the branch we counted approx. 390 passengers on the train. This is 130 over the estimated boardings. But from the train it was really only a guess at each station, we were on the lead car and could only approximate numbers waiting on the platform as we went by and also noted many running from their cars as the train came into the station.

Arrived at South Norwalk Station on time at 7:13 am. Trip time on the branch was 57 minutes. A few people detrained and many boarded

Arrived at Stamford at 7: 27 am (schedule 7:23). 75 to 100 left the train at Stamford and many boarded such that the train was almost full. The Assist Conductor noted that 1819 was too early for people working in Norwalk or Stamford and that more people get off the later train at those stations.

Main passenger issues were dirty toilets and the demeanor of the conductor.

At GCT we were joined by Wes Coates, URS and David Laiuppa, FHI and boarded the MNR inspection train that would be running from GCT to Danbury. Andy Davis and Anna Bergeron, ConnDOT joined the train at South Norwalk. MNR representatives on the train included Howard Permut, President, George Walker, Bob Lieblong, and representatives of most divisions of MNR. Gene Colonese and others from ConnDOT Office of Rails were also on board.

This trip was another opportunity to view the Danbury Branch and have informal discussions with CDOT and MNR personnel. Discussion and observations included:

- MNR Police Captain noted that there was not much crime, and no major crime on the branch. Did comment that the MNR police are generally along the mainline and that it is lengthy trip up the branch by road if there is an incident.
- Jim Fox, CDOT Rails noted that the Brookville locomotives are in testing and although somewhat underpowered they are working out. These locomotives will be used on the Danbury and Waterbury shuttle trains.
- Discussion with Donna Evans of MNR Public Outreach regarding future ways to reach commuters

 discussed possibility of a webinar that ConnDOT, MNR and URS could collaborate on to
 provide NYC commuters an opportunity to discuss Branch line issues at a time more convenient to their schedules
- Brief discussion with Scott Ornstein of MNR Service Planning, who indicated there was consideration for an additional shuttle on the Branch to become effective in the October 2008 schedule, pending agreement with ConnDOT
- Brief introduction with the new MNR President Howard Permut
- The trip time on the branch for the inspection train was about 6 minutes less than for a revenue train. The inspection train did not make any stops on the branch so the time difference is an indication of the time spent making station stops (dwell time). Also that the total time from Danbury to GCT was 1 hour 31 minutes vs. the 1 hour 51 minutes for train 1819.
- Brief discussion of operations with Mel Corbett, MNR and subsequently have received schedules, and equipment and crew assignments for the branch.

- David Laiuppa was on the trip to look at environmental conditions. Except for the cultural factors (i.e. buildings, streets, even a couple of cemeteries) that are pretty close to the tracks, there are a few major environmental hurdles that would be problematic if double tracking the line was pursued: All along the corridor, especially south of Danbury, wetlands line the tracks. In some cases these wetlands seem to be connected on both sides of the tracks via culverts. Based on the mapping there are also many floodplain areas. These are typically in place in the same areas as the larger wetland systems. Forming the backbone of many of the larger wetlands and the floodplains are the open water systems. These ponds, streams, and rivers often abut or cross the tracks. Paralleling the larger rivers within the corridor and, in some cases, crossing the tracks are stream channel encroachment lines In addition to the above mentioned water related resources I noticed that there are a few topographic obstacles (especially in the southern and central portions of the corridor).
 - There are a few areas where there are steep slopes dropping away from the tracks. In order to double track in these areas a lot of fill would be required.
 - There are also a few areas where there are steep slopes climbing away from the tracks. In these areas there would have to be a lot of excavation and blasting in order to double track the line.
 - o I also noticed a couple of spots where the line seems to have been blasted through some rock in order to keep it level. There are basically natural rock walls lining the tracks in these areas. Blasting would be required in these locations in order to expand the width for double tracking.

Submitted by:

Reviewed by:

Cc: Andy Davis

Attendees File: 10.02

3-31-09 WCDOT Edits
Date

3.31.09 per CT DOT edito



MEETING NOTES

RE:

Danbury Branch Phase II Alternatives Analysis

DESCRIPTION:

Incorporation of Red Alignment curve modifications into Danbury Branch Tie Renewal Project.

MEETING DATE:

July 25, 2008

LOCATION:

CDOT Conference room, 4th Floor West

Union Station, New Haven, CT

PERSONS IN ATTENDANCE:

NAME

ORGANIZATION

Timothy P. Sullivan

ConnDOT-Rails

Robert Lieblong

Metro-North

Robert Walker

Metro-North

Ray Marcell

Metro-North, Force Account

Jim Green

HNTB, Chief Inspector Track Program

David Chase

URS, Study Engineer

These notes are intended to cover discussion of coordination between the Danbury Branch Study and Tie renewal on the branch during the July 25, 2008 CDOT/MNR Capital Track Meeting. This follows up on discussion initiated following the April 4, 2008 Capital Track Meeting.

It was confirmed that CDOT and MNR are planning a Tie Replacement project for the Branch. The schedule is MP 13 to 24, Fall 2008, with track outages between October 27 and November 26. The outages would be off peak period only. Work between MP 0 and 13 would be undertaken in 2009 with schedule to be determined.

MNR noted agreement with incorporating curve modifications into the tie renewal where it can be readily accomplished. For example, if only 2 –3 surfacing passes are required. MNR will continue to review the proposed work and incorporate where feasible.

Also, I mentioned to the CDOT and MNR representatives that in working on the Danbury Branch EIS that we had become aware of proposed scheduled changes for October 2008. This includes a new train in each direction and rescheduling of some others. Earlier, I received a copy of the proposal from Mark Foran (copy attached). I suggested that Tim Sullivan contact Mark for details and further coordination.

Submitted by:

David Chase, URS

128/08

Reviewed by:

Stephen Gazillo, URS

108/03

Cc: Attendees – By Email Andrew H. Davis W/attachment

J. Mark Foran File: 10.02

DANBURY BRANCH WEEKDAYS

APRIL 2008 SCHEDULE

	1811	1819	1833	1837	1841	1855	1871	1881	1893	1895
				1437	1441	1555	1571	1581	1593	1495
	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM
Danbury	5.34	6.20	6.52	C 7.27	C 7.57	C 10.38	C 2.38	C 5.08	C 8.58	C 10.19
Bethel	5.39	6.25	6.57	C 7.32	C 8.02	C 10.43	C 2.43	100	C 9.03	C 10.24
Redding	5.47	6.33	7.05	C 7.39		C 10.50				C 10.31
Branchville	5.55	6.41	7,13	C 7.46	1 1 1 1	C 10.57	1.1		C 9.17	C 10.38
Cannondale	6.03	6.49	7.21	C 7.54		C 11.04		-	C 9.24	C 10.45
Wilton	6.07	6.53	7.25	C 7.58	C 8.28	C 11.08		C 5.44	C 9.32	C 10.49
Merritt 7	6.13	6.59	7.31	C 8.03	C 8.33	C 11.13			C 9.38	C 10.54
South Norwalk	6.27	7.13	7.45	E 8.14		E 11.25				C 11.06
				8.18	8.49	11.39	3.38	6.16	9.58	11.08
Stamford	6.48	7.23	8.06	C 8.27	C 8.56	C 11.37	3.54	6.26	10.13	11.18
Harlem-125th Street	D 7.25		D 8.43	D 9.10		D 12.32	, ., .		D 10.48	
Grand Central	7.38	8.11	8.56	9.22	9.50	12.43	4.43	7.16	10.59	12.24
	AM	AM	AM	AM	AM	PM	PM	PM	PM	AM

	1512	1526	15384	1848	1860	1868	1774	1582	1590
	1812	1826	18384				1874	1882	1890
	AM	PM	PM 4	PM	PM	PM	PM	PM	PM
Grand Central	8.04	12.07	3.07 2	5.04	5.41	6.20	6.55	8.07	10.22
Harlem-125th Street	R 8.14	R 12.17	R.3.17!2	R 5.15			R 7.05	R 8.17	R 10.32
Stamford	8.58	C 12.54	3.51 6	5.51	6.26	7.05	C 7.43	8.53	11.06
South Norwalk	9.11	1.04	4.06!0					9.08	11.21
-	C 9.16	C 1.09	C 4.11!7	6.10	6.36	7.23	C 7.53	C 9.13	C 11.26
Merritt 7	C 9.26	C 1.19	C 4.2118	6.20	6.46	7.33	C 8.03		C 11.36
Wilton	C 9.32	C 1.25	C 4.27:4	6.27	6.53	7.40	C 8.09	C 9.32	C 11.43
Cannondale	C 9.36	C 1.29	C 4.31 8	6.32	6.58	7.45			C 11.47
Branchville	C 9.42	C 1.35	C 4.37.4	6.40	7.06	7.53			C 11.53
Redding	C 9.49	C 1.42	C 4.44:1	6.48	7.14	8.01	C 8.27	C 9.52	C 12.01
Bethel	C 9.55	C 1.48	C 4.5017	6.55	7.21	8.08	C 8.34	C 9.58	C 12.07
Danbury	C 10.03	C 1.56	C 4.58 9	7.05	7.31	8.17	C 8.43	C 10.09	
	AM	PM	PM 4	PM	PM	PM	PM	PM	AM

OCTOBER 2008 PROPOSAL

						43E	NEW	37L		3E35	2L3S
						7F	TRAIN	5F			Connx
	1811	1819	1833	1837	1841	1851	1863	1873	1881	1893	1895
		L	L	1437	1441	1551	1563	1573	1581	1593	1395
	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
Danbury	5.34	6.20	6.52	C 7.27	C 7:57	C 9.55	C 12.42	C 3.15	C 5.08	C 8.55	C 10.21
Bethel	5.39	6.25	6.57	C 7.32	C 8.02	C 10.00	C 12.47		C 5.13	C 9.00	C 10.26
Redding	5.47	6.33	7.05	C 7.39	C 8.09		C 12.54		C 5.20		C 10.33
Branchville	5.55	6.41	7.13	C 7.46	C 8.16	C 10.14			C 5.27		C 10.40
Cannondale	6.03	6.49	7.21	C 7.54	C 8.24	C 10.21			C 5.34		C 10.47
Wilton	6.07	6.53	7.25	C 7.58	C 8.28	C 10.25			C 5.44		C 10.51
Merritt 7	6.13	6.59	7.31	C 8.03	C 8.33	C 10.30	1		C 5.52	1 .	C 10.56
South Norwalk	6.27	7.13	7.45	E 8.14		C 10.42			C 6.08		C 11.08
				8.18	8.49	10.52	1.39	4.12	6.16	9.58	11.90
Stamford	6.48	7.23	8.06	C 8.27	C 8.56	11.02	1.54	4,22	6.26		C 11.21
Harlem-125th Street	D 7.25		D 8.43	D 9.10	D 9.39	D 11.42			D 7.05	D 10.48	
Grand Central	7.38	8.11	8.56	9.22	9.50	11.53		5.15	7.16	10.59	12.31
	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	AM

	30E	NEW	60L .						THRU 1E	
	7 S	TRÁIN	2S /						1E2F	
	1510	1518	15308	1544	1848	1860	1868	1774	1582	1590
	1810	1818	18308	1844	<u>L</u>			1874	1882	1890
	AM	AM	PMI	PM	PM	PM	PM	PM	PM	PM
Grand Central	7.34	10.07	1.07 7	4.12	5.04	5.41	6.20	6.55	8.06	10.22
Harlem-125th Street	R 7.44	R 10.17	R 1.17 7	R 4.22	R 5.15			R 7.05	R 8.17	R 10.32
Stamford	8.24	10.51	C 2.00 0	C 5.16	5.51	6.26	7.05	C 7.43	8.53	11.06
South Norwalk	8.37	11.04	2.06.6	5.20				,		11.21
	C 8.50	C 11.11	C 2.11 1	C 5.27	6,10	6.36	7.23	C 7.53	9.11	C 11.26
Merritt 7	C 9.00	C 11.21	C 2.21 1	C 5.38	6.20	6.46	7.33	C 8.03	9.21	C 11.36
Wilton	C 9.06	C 11.27	C 2.27 7	C 5.44	6.27	6.53	7.40	C 8.09	9.29	C 11.43
Cannondale	C 9.10	C 11.31	C 2.31 1	C 5.48	6.32	6.58		C 8.14	9.34	C 11.47
Branchville	C 9.16	C 11.37	C 2.37 7	C 5.54	6.40	7.06		C 8.20	9,40	C 11.53
Redding	C 9.23	C 11.44	C 2.44 4	C 6.01	6.48	7:14		C 8.27	9.47	C 12.01
Bethel			C 2.50 0	C 6.07	6.55	7.21		C 8.34	9.54	C 12.07
Danbury	C 9.40	:	C 2.58 8	C 6.19	7.05	7.31	8.17	C 8.43	i	C 12.15
	AM	AM	PM I	PM	PM	PM	PM	PM	PM	AM

Dayboy Ties 10/27-11/26